

The Wheeling Intelligencer.

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AN ACCIDENT

Causes the Defender to Lose the Second Race of the Series.

THE AMERICAN YACHT WAS FOULED

At the Starting Point, and in This Crippled Condition

GAVE VALKYRIE A HARD TUSSELE.

Less Than One Minute Difference in the Time of the Yachts—Defender Sails the Course With Part of Her Rigging Useless, and Still Goes Rapidly on the British Challenger—A Protest Entered by the Defender People—The Regatta Committee Considering the Matter.

New York, Sept. 10.—Crippled, but still heeling over in her strength and swiftness, Defender followed Valkyrie across the finish line to-day. Less than half a mile separated the two, and anxious eyes kept pace, second by second, with the time indicators, as they moved around, and when it was seen that the American Defender had not only lost nothing in the last twenty miles of the course, but had actually gained, a great shout went up for the gallant struggle a gallant vessel had made.

There were cheers for the victor, too, but although Valkyrie III was the first challenger since '71 to lead over the home line, the honor of her performance was lost sight of for the time in the grand effort of the American, for if it were for nothing else, the American heart loves the hard loser in the fight and loves him more when he loses through no fault of his own. It was a grievous accident that ruined the Yankee boat's chances, an accident which under the hair-splitting circumstances of jockeying at the starting line looked to be unavoidable.

Early in the morning, the racers had leisurely made their way down to the hook from Bay Ridge, white-winged and beautiful. They circled in great rings about the lights, until the signals went up for the course and then the skippers took a tighter grip of the wheel. Captain Hank Hall had made a record in seamanship on Saturday and the English skipper prepared to regain the fame which had preceded him. They maneuvered swiftly after the preparatory gun had been fired, and with Valkyrie to the windward, Captain Hall made every effort to gain that position.

THE ACCIDENT.

Just before reaching the line, when Valkyrie was still to windward and Defender to leeward, a length astern, but still overhauling her, the American boat was blanketed so much that her baby jib top-sail and jib shook. Captain Hall, seeing this, luffed up a little. Captain Sycamore, at Valkyrie's tiller, noted this move and luffed up. It was then that the thousands of watchers on the surrounding boats noticed how dangerously close to each other the racers were. Just at that moment, too, a snap and a rending sound was heard, and it was seen that Defender's jib top-sail was flying loose in the wind. Valkyrie's main boom had swung around and fouled Defender's rigging. To those who had witnessed the accident and sprang forward at the ominous sound it seemed as though Defender trembled with the shock. They saw her top-mast bend and her top-sail swing over as though it would break away, and a groan went up as though the brave boat, which had won so noble a victory a few days before, was wholly debarr'd from even an effort to secure a second.

Lightning action was necessary to save the top-mast from breaking away completely, for it was already sprung from its fastenings, and Captain Hall, with a master stroke, taking his boat down to leeward, soon maneuvered her into a safe position, and gave chase. Valkyrie, which had crossed the line first, had gained a good lead by Defender's disaster, and had probably a little more than half a mile advantage at the end of the first leg in the triangular course, over which they sailed. Her gain was something less than four minutes in that beat to windward. From that on, however, Defender, while not perceptibly closing the gap between them, lessened the time, and they crossed the line no more than two minutes apart. Valkyrie, according to corrected time, however, wins from the cup defender just forty-seven seconds.

AN IDEAL DAY.

Such an ideal summer's day in the lower bay has seldom been seen. It was not what American yachtsmen call an ideal racing day, but nature has always been kind to Dunraven. Soon after the racers weighed their anchors off Bay Ridge, there came a burst of sunshine, veiled in a golden haze, and when the old lights, swinging over off the hook was reached, there was a sky flecked only here and there with a cloud.

There was life and motion at the start, although it was no such scene as was presented on the day of the first race. Far back in the quiet hours the sea was dotted here and there with a sail, and the smoke on the horizon told of an advancing fleet, and when the first gun was fired, a swinging vanguard, bright and vivid with color, was there to speed the racers on their journey. Then, while all eyes were on that invisible line over which a step made too soon would prove fatal, Defender's mishap came. Recovering quickly, however, and followed eagerly by those to whom the breaking away of the jib top-sail and the bending of the top-mast meant for the moment the abandonment of all hope, she went in stern pursuit. Valkyrie's lead and her better position was not much improved during the first leg. Valkyrie did excellent work, but Defender going just as her mishap left her, clung to her rival.

The course was down the Jersey coast, and nautical experts aboard some of the boats, critically observing Defender's progress, expressed themselves as believing she was merely following the Englishman over the course without attempting to race. The belief was strengthened by the fact that directly after the fouling at the line, a protest

flag was run up with a vigor that denoted determination on the part of the American commander.

A VICTORY FOR THE YANKEE.

But Defender was in for a race, and during the progress of the first few miles, sufficient repairs were made to enable her to set a baby jib top-sail after rounding the first buoy. In the beat to windward the watches marked Valkyrie three minutes and fifty-two seconds in advance of Defender. The second leg was expected to try the nerves of those who had set their hearts on victory for the cup defender, for her little jib top-sail looked like a speck compared with the great bellying balloon jib top-sail set by Valkyrie. But the second ten miles was a veritable victory for the Yankee.

The last leg was a run home with the wind abeam and there was a rush of steamers in the direction of the lights. A ten knot breeze lifted the top of a chance wave and the wash of the steamers tumbled the little craft about a bit, but it left back the two single sticks, Defender's sails only showing, were skimming over a mill pond, with their lee rails awash and both rapidly overhauling the flotilla speeding in advance.

Toward the end, it was evident that the gap was closing and Valkyrie had scarcely crossed the line and got out of the way when Defender came tearing at it, like a thoroughbred under the wire. The real story is known only to those who watched the fight. To-day Valkyrie was favored to the end, and it was a victory that will be told best in the detailed story that follows this.

It had been the general expectation that Dunraven would win one race of the series, and some kindly disposed people even extended their good wishes to the hope that he might get two, so that, as they explained, he would be influenced in coming again for another try for the cup. The good wish has come to pass, unless the cup committee entertain Defender's protest and declare against the Englishman.

THE MINOR DETAILS.

The Defender Shows a Gain of Three Minutes from the First Mark.

New York, Sept. 10.—The committee boat, Walter A. Luckenbach, was on the ground in good season and promptly hung up the signal which told the racers that the course would be over a triangle of ten miles to the angle, the first leg being to the windward, south, the second northeast by east, and the third northwest by west half west. As the committee boat made known the directions of those in charge, the wind dropped to a speed of about five miles an hour from a force of something like eight miles. There was no kind of a sea on, nor swell. The surface of the ocean was most favorable to the Valkyrie.

The preparatory gun was fired from the committee boat sharp on the appointed time of 10:50. Coming to the first station, the Valkyrie was to windward and the Defender something like two lengths astern and to leeward. It was at this period about one-half minute before the starting signal should be given, Defender overhauled Valkyrie in a very rapid manner and had her nose almost up to Valkyrie's beam when the latter eased off and blanketed the American boat so thoroughly that Defender's baby jib top-sail and jib shook in the wind. Captain Hall, when he saw his head sails shaking and the movement of the Englishman in the way of an attempt to blanket him, throw Defender high up as though about to tack, or at least to pass under Valkyrie's stern and go to windward of the Briton. The Valkyrie was very promptly aware of this move and luffed up well into the wind. They were then both almost on the line. As Valkyrie luffed her boom went smash against the top-mast backstay of Defender and that concussion was the cause of the protest that came later.

UPPER RIGGING DAMAGED.

The Defender had in good seamanship style held up the red protest flag when Valkyrie's boom interfered so much with her progress. Still, she went on her journey, very much worsened by the collision, but still gaining. After crossing the line she came around in about a minute and a half before tacking and sagged to leeward so far because of Captain Hall's apprehension that her upper starboard rigging would not hold, that a good many people said that she was out of the race, and that she had given up.

Defender was out to race even though a cripple, and she went on racing as a cripple so that the wind up of the day's business showed that the fastest yacht in Europe could only beat the crippled American over a thirty-mile triangular course by 47 seconds. As they stood away on the port tack the wind increased to eight or nine miles an hour. During that tack Valkyrie plainly outfooted and outpointed the Defender who did not dare to run up any sail on the jib top-sail.

At 11:24 Defender came about to starboard. Valkyrie followed as promptly as though she had been racing with a fellow well met. They only stood away on this tack for about five minutes then came around together. All the time Valkyrie was doing the better work in both pointing and tacking.

During the latter part of the beat out to the first mark, Defender did better pointing, but her jib was shaking a good deal of the time.

THE FIRST MARK.

At 12:10 the yachts came around to port and at 12:24 tack again to starboard, on which tack they were both able to make the first mark, where their time was taken as follows: Valkyrie 12m. 57m., 43s.

Defender 11m. 01m., 35s.

So it will be seen that the Valkyrie led out to the first mark by three minutes and fifty-two seconds.

On the second leg the crippled Defender overhauled the Briton by no less than seventeen seconds. At the end of this beat round the light, the yachts rounded the second mark as follows: Valkyrie 11m. 58m., 10s.

Defender 2m. 01m., 45s.

Now the wind had shifted to south-west by south and slowed down to eight miles an hour. The last leg was by compass direction north-west by west half west, and boats were tacked at so that the vessel would meet the breeze abeam. As soon as the boats had both laid their courses for home Defender with her second rigging to windward began to rapidly overhaul Valkyrie.

DEFENDER GAINS.

Valkyrie took in her balloon jib top-sail and replaced it with a baby. She also set a balloon stay-sail, but do what

she would the cripple overhauled her in a really ridiculous manner, and gained on the English boat so fast that when the finish was reached Valkyrie was only 2m 18s. ahead, after having gone over the starting line 1m 25s. ahead. More than one competent witness of the day's sport said that considering everything Valkyrie was beaten worse to-day than on Saturday. Defender gained on her on the second and third leg. As a matter of fact, the only time at which both vessels had the same sails set was on the third leg, and during that leg Defender gained 1m 17s. The few champions of the English boat who are left cannot to-night find any consolation in the achievement of their ship to-day.

The official time table is as follows:

Start: 10:50 AM. Finish: 12:24 PM. Elapsed: 1h 34m. 35s. Corrected: 1h 34m. 35s. Defender: 1h 34m. 35s. Valkyrie: 1h 34m. 35s.

Corrected time: Defender: 1h 34m. 35s. Valkyrie: 1h 34m. 35s.

Thus it will be seen that Valkyrie won by one minute and sixteen seconds on elapsed time, and after deducting twenty-nine seconds, which she allows Defender, by forty seven seconds.

DUNRAVEN'S PROMISE.

Will Pension Each of His Crew if He Wins the American Cup.

New York, Sept. 10.—The statement is made that Lord Dunraven has offered a pension of thirty shillings weekly to every member of the crew of Valkyrie should they succeed in winning the American cup. This offer, he is reported to have made in an address to the sailors and their commanders in which he said:

"While I feel satisfied that every man will do his duty, I am anxious to encourage you to exert yourselves to win the remaining of the series. With that end in view, I desire to say that if the cup goes back to England by reason of your seamanship, I will pension every man for life and pay each of you thirty shillings a week so long as each one of you lives."

The announcement was so unexpected that for a minute not a word was spoken. Then, actuated by a common impulse, the men of the crew broke out into cheers. Lord Dunraven again impressed them with his ambition to snatch victory from what now appears almost certain defeat, and then retired. The men afterward held an informal meeting and discussed the offer. Although they declined to talk, it was clear from their manner that they had entered into a compact to strain every nerve to win.

Lord Dunraven's action is without precedent, either considered by itself or from the standpoint of generosity. It is the ambition of his life to place within the hands of his queen the trophy that passed out of the possession of England nearly half a century ago.

The ages of the twenty-six men will average thirty years. They are all strong and healthy and their expectations of life may be set as seventy years. In that time, if the expectation be realized, they will each have received \$3,120, or \$18,000, and in the aggregate \$282,100, or \$180,000. The crew appreciated Lord Dunraven's inducement was shown by their work in to-day's race.

THE REGATTA COMMITTEE.

Considering the Protest of Defender—A Decision To-morrow.

New York, Sept. 10.—The tug Walter Luckenbach, with the regatta committee of the New York Yacht Club arrived at the foot of East Sixty-sixth street at 7:20 o'clock to-night. Nicholson Kane, chairman of the committee, when asked in regard to the alleged fouling of Defender by Valkyrie, said that a protest has been entered and that the regatta committee had held a conference in regard to the matter, while the tug was on her way to the dock, but that no definite conclusion had been arrived at.

After the race, Commodore Kane said the tug had gone into the Horse-Shoe, where C. Oliver Laell went on board and spoke to the members of the committee. Lord Dunraven sent a note to Commodore Kane at the same time. Commodore Kane did not think that any conclusion in the matter could be reached by the committee to-night, but expected it could be definitely settled to-morrow morning.

LONDON EXCITED.

They Believe that the Valkyrie Will Receive Fair Treatment in This Country.

LONDON, Sept. 10.—The excitement in London to-night over the international yacht race off Sandy Hook, is greater even than that which prevailed Saturday night. As cablegrams were received announcing the approach of the yachts to the finish line, so close together that the result might be either one way or the other, the crowds became fairly wild with excitement and when, finally, it was announced that Valkyrie had crossed the line a victor the enthusiasm of the waiting multitudes knew no bounds. The fact that the race was sailed by Defender under protest afforded room for some remarks, but the general opinion seemed to be that no injustice would be done the British boat.

The News in Canada.

MONTREAL, Sept. 10.—Thousands of people yelled themselves hoarse on St. James street, in front of the newspaper offices, as soon as the final official result of the yacht race was announced. For some minutes, when the result was in doubt, the crowd groaned, but when the official notice was published it went wild.

Want the Race Re-sailed.

GLASGOW, Sept. 10.—Twenty thousand people assembled outside the office of the Citizen to-day and there was great cheering and hat waving by the crowd as the bulletins were posted. Many people were seen to display the Lord Dunraven colors.

The wish is that the race will not be awarded to Defender on the protest, but that the committee will order the race to be resailed on Thursday.

Teutonic Passengers Interested.

LONDON, Sept. 10.—At the tender approached the White Star Line steamer Teutonic upon her arrival at Queenstown to-day, great excitement was noticed among the saloon passengers on deck and they shouted to those on the tender: "Who has won the race?"

There was a loud cheer from the passengers upon learning that Defender was victorious in the first race. It was too early yet to have the result of to-day's race.

TO-DAY'S PARADE

Will be the Leading Feature of the Grand Army Encampment.

FORTY-FIVE THOUSAND VETERANS

Will be in the Procession—The Last for Many a Comrade.

BUFFALO, DENVER AND ST. PAUL

Making a Fight for the Next Encampment—The City of Louisville is Thronged With the Greatest Crowd in Its History—The Candidates for Encampment Officers are Busy Making Their Canvasses—Grand Reception in Honor of Commander-in-Chief Lawler—A Famous War Horse Present—The Naval Veterans' Parade.

LOUISVILLE, Ky., Sept. 10.—It is doubtful if this city ever before entertained as many guests as are here to-day. Certain it is the town never before had within its limits so many battle-scarred soldiers. It is conservatively estimated that nearly 200,000 strangers are here and the majority of them thirty years ago bore arms either for the blue or for the gray. But the blue and gray are one to-day and men who were then at war walk arm in arm as brothers. The bitter hatred of those dark days has vanished.

The event of to-day was the grand parade of the Naval Veterans' Association, and to judge by the crowds of men, women and children who thronged the sidewalks along the line of march and the crowded windows and housetops, all Louisville turned out to see it. Old citizens, men who have lived here for the last forty or fifty years—and there are many of them—say it was the grandest sight they ever saw. But the great Grand Army parade to-morrow, which is to be the event of the week, promises to far surpass it.

A LARGE PARADE.

The hour set for the starting of the Naval Veterans' parade was 10:30 o'clock. As usual there was some delay. When the order to "forward march" was given the old timers moved. There were fully 10,000 men in line. Of course they were not all veterans of Uncle Sam's navy. But these veterans of the navy were the centre of attraction, and as these grizzled and gray old heroes passed through the streets they were greeted by patriotic cheers from the throats of the tens of thousands of citizens on the sidewalks, from the windows, and housetops.

A detail of police under command of J. W. Hammond led the way. The Michigan City military band came next and then the Louisville Legion drum and bugle corps. A regiment of Indiana state militia followed the music and next to the Hoosier soldiers was the Louisville Legion. Then in sequence came Kirkamp's cornet band; uniform divisions of the Knights of Pythias, Alpha, Louisville and Jeffersonville, Schneider's military band, juvenile drill corps, Uniform Rank Knights of Honor, ex-prisoners of war, Mississippi ram float veterans, Eichorn's military band, Grand Army of the Republic juvenile drum corps and then the naval veterans. Last in the parade riding in carriages came a score or more veterans of the Mexican war. They were too feeble with the weight of years to walk, and few of them ever expect to see another national encampment of the G. A. R. and in a few years they will be few and like the veterans of the Mexican war, too feeble to march in parade.

THE NEW OFFICERS.

Just now there is a vast amount of talk in G. A. R. circles as to who will be the next commander-in-chief. There are a number of aspirants to this honor, but as yet none of the candidates has developed sufficient strength to warrant a prediction as to who the fortunate man will be. There is a good deal of talk however, to the effect that Col. Ivan N. Walker, of Indianapolis, should be elected. Another prominent candidate for the leadership is Thaddeus A. Clarkson, of Nebraska. Gen. C. H. Schute, of New Orleans, has also been talked of as a candidate.

There promises to be a lively scrimmage over the office of senior vice commander, General E. H. Hobson, of Greensburg, Ky., and Captain Michael Minton, of this city, both being candidates for the place, and the friends of each are working hard.

When it was decided in Pittsburgh that the next encampment would be in Louisville, Captain Minton, who was one of those who went to that city and worked for the Kentucky metropolis announced that he was a candidate for that place. However, the department of Kentucky which met at Hopkinsville last spring endorsed Gen. Hobson by a close vote and, although Captain Minton's candidacy is still being urged by the posts of Louisville.

THE NEXT ENCAMPMENT.

The fight for the honor of entertaining the G. A. R. veterans in 1896 has practically narrowed down to St. Paul, Denver and Buffalo. Now and then a word is heard of Syracuse, N. Y.; Ocean Beach, N. J.; Baltimore, Md., and Cincinnati, Ohio, but the great fight is between the three cities first named.

The Buffalo delegation did not arrive until late last night, but it has been making up for lost time by vigorous work. At present the three cities, Buffalo, Denver and St. Paul, appear to be about neck and neck in the race. Although there are now 100,000 Grand Army veterans in the city, only 1,100 of them are accredited delegates to the encampment, which will convene in Music Hall Thursday. At this time the commander-in-chief and subordinate officers and the selection of a place for holding the next encampment will be voted upon.

Mrs. Nettie E. Gunlock, national president of the ladies of the Grand Army of the Republic, arrived from Chicago this morning and established national headquarters at the Galt House. A large number of members of the organization have arrived, among them being the national officers.

For national president there are four candidates, Mrs. Catherine E. Hirst, of

this city; Mrs. Metcalf, of California; Mrs. Dalton, of Kansas and Mrs. George W. Craig, of Pittsburgh.

The prospects are for a very close race and at present none of the candidates appear to have much advantage. Mrs. Florence George, of Washington, is a candidate for re-election as treasurer and as yet no opponent has developed.

Several hundred more members of the Women's Relief Corps arrived to-day. Mrs. Elizabeth Turner, of Boston, is the only candidate for national president and will probably be unanimously elected. Mrs. Annie Wittemeyer, of Pennsylvania, past national president, arrived at the head of a large delegation from Pennsylvania; Mrs. Wittemeyer is a candidate for the president of the Women's Relief Corps' Home and has no opposition.

A MONSTER PARADE.

The city has been resplendent with electric light displays on the streets and on buildings to-night. To-night everything is illuminated. Meantime the preparations for the grand parade to-morrow are complete. The reports to the marshal of the day showed to-night that there will be at least 45,000 veterans in the parade.

General Cohen expects from 10,000 to 20,000 more during the night. The largest number ever reported in line was 99,000 at Washington.

The floats and other features of the parade are elaborate and everything is ready for forming the line with predictions of favorable weather, as one of the encouraging conditions for observers as well as participants. The rehearsal of the 200 trained voices that will sing patriotic songs was a great success to-day.

The arrangements are so complete in everything that many visiting poets to-day adopted resolutions of thanks to Director General John H. Milliken and the city's committee. Past Commander-in-Chief John Palmer, of New York, who managed the big parade in Washington, was with the national officers to-day to assist in the management and General Low Wallace was also on hand. The executive council of administration was in session to-day and disclosed nothing.

Camps Caldwell and Waelsing, as well as the buildings in the city, are filled to-night and the boys are having lively times.

Governor McKinley, of Ohio, is announced to be here with other governors to-morrow.

Senior Vice Commander Burchfield and the members of the executive council of the national encampment at Pittsburgh last year, arrived on a special train to-day in charge of Col. Sam Moody, assistant general passenger agent of the Pennsylvania lines. The party is chaperoned here by Col. W. C. Connelly, Jr., agent of the Associated Press in Pittsburgh.

PITTSBURGERS BANQUETED.

In recognition of the courtesies extended the Louisville workers at Pittsburgh last year, Commander Burchfield and his twenty associates from Pittsburgh and the members of the Louisville executive council were tendered a banquet here to-night by the citizens, at the Pendennis club.

Among the arrivals to-day was the old war horse Ned, aged forty years. His present owner, B. F. Crawford, of Northeast, Pa., got possession of him thirty-two years ago, and says Ned was then eight years old, according to his mouth. Until five years ago Ned did his share of the work on Mr. Crawford's Pennsylvania farm.

Ned was captured from Gen. Jubal Early's corps, near Washington by a Union scouting party thirty-two years ago, and was given to his present owner to replace an animal which had been shot in a skirmish. At the close of the war, Mr. Crawford left Washington on Ned's back. He first went to Harrisburg and there Mr. Crawford grew tired of riding and bought a road cart, which Ned pulled from Harrisburg to Northeast. Ned has been conspicuous at former encampments. He gave out at Pittsburgh last year and in to-morrow's parade he will ride in a float.

COMMANDER LAWLER'S RECEPTION.

There was a reception by the Woman's Relief Corps to-night to Commander Lawler and staff. Thousands of old soldiers, both of the blue and gray, attended. It is claimed 10,000 people passed through the Galt House, where the reception was held. There were three large parlors devoted to this reception, and from the time it was opened until it closed an unceasing flow of veterans passed through, paying their respects to the commander-in-chief and other members of the receiving party.

A MAMMOTH CAMPFIRE.

Warden Park, Jeffersonville, Ind., was illuminated beautifully to-night for a mammoth campfire. The grand stand was elaborately decorated and over 200 prominent ex-soldiers were seated on it while the audience numbered at least 10,000. In addition to the bands of the posts, the glen clubs had a fine chorus for patriotic songs.

The Trades Union of Louisville and vicinity to-night gave a very large industrial parade in honor of the visitors, each man carrying a Chinese lantern. Many banners expressive of good will from the workmen were displayed. The delegations sent to urge Buffalo as the next meeting place of the national encampment of the G. A. R. for 1896 are greatly encouraged in their efforts.

At the club to-night, speeches were made by T. W. Shirley, president of the citizens committee in Louisville; D. C. Ripley, president of the same committee in Pittsburgh last year; Morrison Foster, of Pittsburgh; Mayor H. McKenna, of Pittsburgh; Mayor William M. Kennedy, of Allegheny, and Mayor Tyler, of Louisville, on the great mission of the encampments in the cultivation of citizenship.

NAVAL VETERANS ELECT OFFICERS.

After a stormy meeting, lasting nearly six hours, the naval veterans' association to-night elected officers for the ensuing year. The time and place for the next annual meeting was left to the discretion of the newly elected admiral. The following were the officers elected: Rear admiral, Samuel Altman, New York; Commodore, E. C. Farquhar, Zanesville, Ohio; captain, George Fritschner, Louisville; commander, W. E. Ferguson, Philadelphia; lieutenant commander, E. D. Bliss, Brooklyn; senior lieutenant, D. B. Unay, Rockford, Ill.; junior lieutenant, James Stanley, New York; fleet surgeon, Thomas H. Enos, Cincinnati; paymaster, E. F. Dutton, Providence, R. I.; fleet engineer, G. L. Seavy, Chicago.

judge advocate general, Charles Cawley, Chicago; chaplain, Rev. A. S. McWilliams, Detroit.

There was a great deal of complaint made by the comrades or shipmates owing to the fact that the date and place for the holding of the next encampment was left to the newly elected admiral.

WEST VIRGINIA VETERANS

Are Profuse in Their Praises of Their Louisville Reception—A Large Number Present.

Special Dispatch to the Intelligencer.

LOUISVILLE, Sept. 10.—The West Virginia division, G. A. R., is very well represented at the encampment here. A great many of those who make a practice of attending encampments are here, and in addition the number of old soldiers who formerly served in Kentucky have made it a point to come and see the improvements that have taken place in the last thirty-odd years.

The Palace hotel, the state headquarters, is filled to overflowing, and a great many are quartered about the city in private residences. They are all profuse in commending their reception and the almost universal decorations.

The Woman's Relief Corps, auxiliary to the G. A. R., is ably represented by their past and present presidents.

West Virginia will make a creditable showing in the parade to-morrow. They will form on Hancock, south of Broadway, the right resting on Hancock, where the same touches the south side of Broadway.

RAISED OBJECTION

To the Settlement of a Claim—The Polish Convention Not Harmonious.

CLEVELAND, O., Sept. 10.—There was a storm of objection in the convention of the National Polish Convention when the executive board reported the disposal of the case of J. N. Morganstein, the general secretary, who six years ago absconded with \$6,000 of the society's funds. Suit was entered at that time against his bondsmen, but the case hung in the courts for five years without issue, and last year the executive board settled for \$1,000. The board reported this action to-day, and many of the delegates excitedly objected and called into question the authority of the board in making the settlement.

CAPTAIN ARRESTED

For Alleged Participation in the Filibustering Expedition.

PHILADELPHIA, Pa., Sept. 10.—At the instance of the Spanish representative in this city a warrant has been issued in Wilmington for the arrest of Captain H. H. Hughes, commanding the steamer Lourda, of the Hait steamship line.

The arrest grows out of the alleged filibustering expedition. Late in the night, when the ammunition and went to Penn's Grove, it is alleged, a ship was to come down the river, load the ammunition and take men on board and sail away to Cuba. This ship, which it was claimed at the time was the Lourda, was to give three whistles as a signal. The ship did not appear.

Foresters Discuss a Change.

CLEVELAND, O., Sept. 10.—At to-day's session of the Foresters a long discussion ensued over dropping the word "ancient" from the name of the order, and no decision has been reached at the adjournment of this meeting. It developed during the discussion that the New York delegation, which comprises about one-fourth of the convention, has its hands tied, as the grand court of that state instructed it against a change of name. The delegates were given a banquet this evening.

Yesterday's Gold Shipments.

WASHINGTON, D. C., Sept. 10.—Only \$150,000 in gold was to-day withdrawn from the New York sub-treasury, which leaves the true amount of the gold reserve \$97,544,660.

The treasury officials show no uneasiness on account of the depletion of the reserve. They argue that the situation is brought about solely by speculation and that there is no legitimate reason for gold going abroad at this time.

A Singular Case.

MEMPHIS, TENN., Sept. 10.—Moses O. Nelson, a saw mill man, was brought to the city hospital here to-day from Clayton, Miss., with his throat cut from ear to ear and unable to speak, though conscious. He was put on the train at Clayton, but by whom is not known, nor does anybody here know how he got his wound. He will probably die.

To Refund Its Debt.

BERLIN, Sept. 10.—The German ministry of finance has decided to immediately convert the outstanding 4 per cent loans into 3 per cents. This conversion is expected to have a favorable effect politically for the government.

The amount of four per cents outstanding aggregate \$1,000,000,000, of which sum Prussia stands for \$900,000,000.

Gas Explosion.